

Amendments to the Specification

On page 6, before the paragraph bridging pages 6-7, please insert the following new paragraphs:

- - FIG. 7 shows the device assembling, tuning and testing motor vehicles encompassing the conveying mechanisms and assembly units of the motor vehicles to be assembled.

FIGS. 8a and 8b show a side view and cross section view of an individual component according to the invention at the assembly-hall stage as showing modular components that perform assembly, the supply lines, coupling mains, and the means for the overhead conveyance of the finished motor vehicle.

FIG. 9 shows a driven element acting on a tire.

FIG. 10 shows a motor-driven element acting on a wheel rim.

FIG. 11a shows a motor-driven element acting on a wheel hub.

FIG. 11b shows the motor vehicle element of FIG. 11a without the wheel hub.

FIG. 12a shows a means for automatically performing acceleration and braking operations.

FIG. 12b shows the means of FIG. 12a without a tire.

FIGs. 13a, 13b and 13c are side, front and top views, respectively, of the means for the overhead conveyance of the finished motor vehicle.

FIGS. 14a, 14b and 14c show modular components that perform assembly. - -

On pages 6-7, please replace the paragraph bridging pages 6-7 with the following rewritten paragraph:

- - As is evident from FIG. 1a and 1b, the individual components (modular workstations) have load-bearing members in the form of longitudinal girders 1 and transverse girders 2, on which the conveying mechanisms 3 for the vehicle to be assembled, the supply lines - e.g. for electricity, data transmission, compressed air, etc. - and other equipment such as ropes for the information signs and rails for trolleys and pneumatic devices are mounted. In FIG. 7, 16 has been used to designate lighting, 17 has been used to designate a compressed air supply, 18 has been used to designate a current supply, 19 has been used to designate the coupling means, 20 has been used to designate supply lines, 29 has been used to designate a signal system, and 30 has been used to designate a signal light. At the coupling points between two individual components, quick-release connectors 19 are provided that ensure the power supply from individual component to individual component. In this way, one of the individual components can be connected up to the supply lines in the hall and power then supplied to the other

individual components via the quick-release connections, without the time-consuming necessity of connecting up each individual component separately. Of course, it is also possible to connect up each of the individual components separately to the supply lines
20. - -

On page 7, please replace the next to last paragraph with the following rewritten paragraph:

- - FIGS. 5a and 5b show a roller, braking and ABS test rig (for motor vehicles being transported by an overhead conveyance system 21), where load units 10 are advanced laterally from the outside to the wheels of the motor vehicle and act on either the tires, the wheel rims or the wheel hubs, as well as means 11 for adjusting the wheelbase. Additionally, beneath each load unit, vibratory units 12 are provided with which a shaking movement can be initiated. - -

On Page 7, after the last paragraph, please insert the following new paragraph:

- - As shown in FIG. 7, individual modular workstations or assembly units 1, 2 are used for assembling trim and assembly

units 3 and 4 are used for the chassis of a car. Assembly units 5 and 6 are for final assembly after the assembly line and include areas for vehicle testing (unit 5) and for tuning (unit 6). - -